

Chapter 13. Decision Support Tools

Section 1. User Request Evaluation Tool Core Capability Limited Deployment (URET CCLD) - En Route

13-1-1. DESCRIPTION

a. URET CCLD, a decision support technology and component of the Free Flight Program, is utilized in the en route environment and is located at the Radar Associate (RA) position at an operational sector. The purpose of the tool is the prediction of conflicts between aircraft and between aircraft and special use or designated airspace, and it also provides trial planning and enhanced flight data management capabilities.

b. URET CCLD is designed to enhance the efficiency of the Sector Team by providing decision support in the prediction and resolution of potential conflicts, and, as a result, allowing controllers more latitude in other tasks, such as responding to user requests. Further, the use of the tool could provide increased system safety, decreased system delays, and increased system flexibility, predictability, productivity, and user access.

c. URET CCLD predicts conflicts up to 20 minutes in advance using flight plan, forecast winds, aircraft performance characteristics, and track data to derive expected aircraft trajectories. URET CCLD supports early identification and resolution of predicted conflicts and the evaluation of user requests, and it is to be used by the sector team in performing their strategic planning responsibilities.

13-1-2. CONFLICT DETECTION AND RESOLUTION

a. Actively scan URET CCLD information for predicted alerts.

b. When a URET CCLD alert is displayed, evaluate the alert and take appropriate action as early as practical, in accordance with duty priorities.

c. Prioritize the evaluation and resolution of URET CCLD alerts to ensure the safe, expeditious, and efficient flow of air traffic.

NOTE-

URET CCLD alerts are based on radar separation standards. Caution should be used when situations include nonstandard formations.

d. When a URET CCLD alert is displayed and when sector priorities permit, give consideration to the following in determining a solution:

1. Solutions that involve direct routing, altitude changes, removal of a flight direction constraint (i.e. inappropriate altitude for direction of flight), and/or removal of a static restriction for one or more pertinent aircraft.

2. Impact on surrounding sector traffic and complexity levels, flight efficiencies, and user preferences.

13-1-3. TRIAL PLANNING

a. When URET CCLD is operational at the sector and when sector priorities permit, use the trial plan capability to evaluate:

1. Solutions to predicted conflicts.

2. The feasibility of granting user requests.

3. The feasibility of removing a flight direction constraint (i.e., inappropriate altitude for direction of flight) for an aircraft.

4. The feasibility of removing a static restriction for an aircraft.

13-1-4. URET CCLD-BASED CLEARANCES

a. When the results of a trial plan based upon a user request indicate the absence of alerts, every effort should be made to grant the user request, unless the change is likely to adversely effect operations at another sector.

b. Unless otherwise required by facility directive, when URET CCLD is operational and a flight will exit the sector at the wrong altitude for direction of flight, the transferring sector team is not required to request approval from the receiving sector team, provided:

1. A "show-all" function for the subject aircraft indicates the aircraft is conflict free.

2. URET CCLD is operational at the receiving sector.

13-1-5. THE AIRCRAFT LIST (ACL) AND FLIGHT DATA MANAGEMENT

a. The ACL shall be used as the sector team's primary source of flight data.

b. When URET CCLD is operational, sector teams shall post flight progress strips for any nonradar flights.

c. When URET CCLD is operational, sector teams shall post any flight progress strip(s) that are deemed necessary for safe or efficient operations. The sector team shall comply with all applicable facility directives to maintain posted flight progress strips.

NOTE-

Cases in which an operational advantage may be realized include, but are not limited to aircraft that cannot be expected to remain in radar contact, aircraft in hold, and emergencies.

13-1-6. RECORDING OF CONTROL DATA

a. All control information not otherwise recorded via automation recordings or voice recordings shall be manually recorded using approved methods.

b. Control information may be entered in the free text area and shall be used for reference purposes only.

c. Data required to be entered into the free text area shall be designated in a facility directive.

13-1-7. ACKNOWLEDGEMENT OF AUTOMATED NOTIFICATION

a. Remove Inappropriate Altitude for Direction of Flight coding only after any required coordination has been completed, or it has been determined that no coordination is required.

b. Remove Unsuccessful Transmission Message (UTM) coding only after appropriate coordination has been completed.

c. Remove Route Action Notification only after the appropriate clearance has been issued to the pilot or otherwise coordinated.

d. Remove Expect Departure Clearance Time (EDCT) coding only after the EDCT has been issued to the pilot.

e. Remove ATC Preferred Route (APR) coding only after the route has been checked and any required action has been completed.

NOTE-

If coding is prematurely removed and the control of the aircraft is transferred prior to completing the appropriate action, the next sector will not receive the necessary APR notification.

13-1-8. CURRENCY OF TRAJECTORY INFORMATION

a. The sector team shall perform automation entries in a timely manner.

NOTE-

1. Conflict probe accuracy requires timely updates of data used to model each flight's trajectory. If this data is not current, the aircraft entries and notification of probe results for surrounding sectors and facilities, as well as the subject sector, may be misleading.

2. Data used to model an individual aircraft's trajectory includes route of flight, assigned and interim altitudes, application/removal of an adapted restriction for that flight, and aircraft type.

b. An exception to the requirement to enter or update interim altitudes may be authorized for certain ARTCC sectors if explicitly defined in an appropriate facility directive.

NOTE-

URET CCLD accuracy in assigning alert notification is dependent upon entry/update of a flight's interim altitude.

13-1-9. DELAY REPORTING

a. Adhere to all applicable delay reporting directives while URET CCLD is operational.

b. Delay information shall be recorded either on available flight progress strips or on facility approved forms.

13-1-10. OVERDUE AIRCRAFT

Upon receipt of the URET CCLD overdue aircraft notification take appropriate actions set forth in Chapter 10, Section 3, Overdue Aircraft.

NOTE-

URET CCLD overdue aircraft notification is based on radar track data. Updating an aircraft's route of flight will remove the overdue aircraft notification.

13-1-11. USE OF GRAPHICS PLAN DISPLAY (GPD)

- a. Graphic depictions of flight trajectories may be used only to aid in situational awareness and strategic planning.
- b. Do not use trajectory-based positions as a substitute for radar track position.
- c. Do not use trajectory-based altitude in lieu of Mode C for altitude confirmation.
- d. Do not use the GPD for radar identification, position information, transfer of radar identification, radar separation, correlation, or pointouts.

13-1-12. FORECAST WINDS

In the event that current forecast wind data is not available, continue use of URET CCLD with appropriate recognition that alert data may be affected.

13-1-13. INTERFACILITY CONNECTIVITY

In the event of a loss of connectivity to a neighboring URET CCLD system, continue use of URET CCLD with appropriate recognition that alert data may be affected.

13-1-14. HOST OUTAGES

In the event of a Host outage, URET CCLD data may be used to support situational awareness while the facility transitions to Enhanced Direct Access Radar Channel (EDARC) or nonradar procedures.

NOTE-

Without Host input, URET CCLD data cannot be updated and becomes stale.